

ROCHDALE BOROUGH COUNCIL
TOWN AND COUNTRY PLANNING ACT 1990, SECTION 78



APPEAL BY MR AND MRS ANTONY WHITESIDE
APPEAL SITE: Rainshore House, Over Town Lane, Rochdale, OL12 7TQ
STATEMENT OF THE LOCAL PLANNING AUTHORITY

LPA REFERENCE: 24/00568/FUL
PINS REFERENCE: APP/P4225/W/25/33588495

1. Introduction and Background

1.1. This appeal is against the Local Planning Authority's (LPA) refusal to issue Planning Permission under Section 72 of the Town and Country Planning Act 1990 under application reference 24/00568/FUL for the 'Change of use of dwelling house (Use Class C3) into Special Education Needs School (Use Class F1 (a)); demolition of outbuilding; erection of new single storey classroom building together with alterations to existing access and car park and the installation of multi-use games area and fencing' which was refused by notice dated 7th November 2024 for the following reasons:

1.2.

1. *The proposed development comprises inappropriate development in the Green Belt that is harmful by definition and furthermore, fails to preserve the openness of the Green Belt and the purposes of including land within it through encroachment. In addition, the development results in harm to landscape character, and potential harm to the living conditions of neighbours. Very special circumstances do not exist as the identified harm (by definition and other harm) is not clearly outweighed by other considerations, and the application is therefore contrary to policies G4, P1, P2, P3 and DM1 of the adopted Rochdale Core Strategy, JP-P1, JP-G9 and JP-G1 of Places for Everyone, and the National Planning Policy Framework.*

2. *Insufficient information has been provided to demonstrate that the proposed development will not harm the living conditions of neighbouring occupiers from increased noise. Accordingly, the proposal is contrary to Policy DM1 and G9 of the Rochdale Core Strategy, Policy JP-P1 of Places for Everyone and the National Planning Policy Framework.*

2. Site and Surrounding Area

2.1 This application relates to Rainshore House, a three-storey detached 1920s Arts and Crafts style Villa dwellinghouse, which sits centrally within a large square plot of land.

2.2 The Inspector is referred to the detailed site description included within the Officer Report.

3. Planning Policy

3.1 For the purposes of the appeal, the relevant parts of the Development Plan are: Places for Everyone Joint Development Plan (PfE) which was adopted on 21st March 2024, the Rochdale Core Strategy ('the RCS') which was adopted on the 19th October 2016; and the Rochdale Unitary Development Plan ('the RUDP') which was adopted on 15th June 2006, specifically the policies contained within saved by a Direction of the

Secretary of State, dated 13th May 2009 and retained upon adoption of the RCS.

- 3.2 The relevant policies contained within the RCS are:

SO2 To create successful and healthy communities

C7 Delivering education facilities

SO3 To improve design, image and sense of place

P1 Improving image

P3 Improving design of new development

SO4 To promote a greener environment

G4 Protecting Green Belt

G7 Increasing the value of biodiversity and geodiversity

G9 Reducing the impact of pollution, contamination and land instability

SO5 To improve accessibility and deliver sustainable transport

T2 Improving access

DM1 General Development Requirements

- 3.3 The relevant policies contained within PfE are:

Policy JP-C8 – Transport Requirements of New Development

Policy JP-G1 – Landscape Character – Knowl and Rooley Moors, Fringes and Foothills - Open Moorlands and Enclosed Upland Fringes – West/South Pennines

Policy JP-G9 – The Green Belt

Policy JP-P1 – Sustainable Places

Policy JP-P5 – Education, Skills and Knowledge

4. The Council's Comments on the appellant's submission

- 4.1 The appellant has provided an assessment of the application against the adopted Development Plan Policies within their Statement of Case (SOC).
- 4.2 Given the recent publication of an updated NPPF, published in December 2024, the appellant also present their case that the NPPF updates represent a material change in circumstances.
- 4.3 The Council's assessment against Development Plan policies is set out in the officer report and will be addressed here when relevant to responding to the appellant's Statement of Case. The Council also provides updated commentary within this statement of case, which addresses the national policy changes since the decision was made. For the avoidance of doubt the most up to date paragraph numbers are used.
- 4.4 The appeal is accompanied by a Noise Impact Assessment dated 12/12/2024 prepared by Professional Consult Ltd. During the application a NIA was requested by Environmental Health as it was unable to determine the impact of the proposal without this. The applicant's agent responded on the 1st October to the LPA that due to adjacent road works,

a Noise Impact Assessment would not be possible to be carried out until after Christmas 2024, and requested the NIA be secured via a pre-commencement condition. As detailed within the Officer Report, the LPA considered it inappropriate to determine the principle of the conversion without the NIA, and the application was refused with the second reason for refusal relating to insufficient information provided.

- 4.5 A consultation has been carried out during the appeal with the Council's Environmental Health Officer, who has raised no objections to the proposed NIA and no conditions have been recommended in the event of an approval. Based on the submitted NIA, the proposal would be in compliance with policies G9 and DM1 of the Rochdale Core Strategy.
- 4.6 In conclusion the LPA is satisfied the second reason for refusal can be withdrawn from the appeal and are not defending this reason for refusal.
- 4.7 It should be brought to the Inspector's attention pre-application advice was issued on 3rd November 2023 for the proposed development at the same site, and the proposed development bears almost identical resemblance to the pre-application enquiry proposal, with the comments provided largely ignored.

5. Reason for refusal

- 5.1 The appellant's statement at paragraph 5.9 to 5.13, provides their assessment of the proposal against NPPF Paragraph 155, extracted below, which relates to other types of development which are not regarded as inappropriate development:

The development of homes, commercial and other development in the Green Belt should also not be regarded as inappropriate where all the following apply:

- a. The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;*
- b. There is a demonstrable unmet need for the type of development proposed;*
- c. The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework; and*
- d. Where applicable the development proposed meets the 'Golden Rules' requirements set out in paragraphs 156-157 below.*

- 5.2 This paragraph was introduced in the revised NPPF published in December 2024 and therefore did not form part of the original assessment and determination of the application. The appellant refers to the Glossary of the NPPF which defines the Grey belt as follows:

Grey belt: For the purposes of plan-making and decision-making, 'grey belt' is defined as land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143. 'Grey belt' excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development.

- 5.3 The definition of previously developed land as taken from the NPPF Glossary is also referred to in the appellant's statement. The LPA are of the view the land does meet the NPPF definition of previously developed land. As such, Paragraph 155 is engaged.
- 5.4 The proposed SEN school would fall within the category of 'other development', which may not be inappropriate providing a), b), c) and d) of Paragraph 155 are met. The following paragraphs will assess if the development meets the criteria.

a. The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;

- 5.5 It is considered the proposal site meets the definition of previously developed land as in the NPPF Glossary and thereby meets the definition of Grey belt land. Taken together, the purposes of the remaining Green Belt (Paragraph 143 of the NPPF a), b), c) and d)) would not be fundamentally undermined by the proposed development.

b. There is a demonstrable unmet need for the type of development proposed;

- 5.6 Detailed in the officer report, the Council accept there is an unmet need for the type of development proposed.

c. The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework;

- 5.7 For the purpose of the assessment of P155c, paragraph 110 and 115 of the NPPF are copied below:

Paragraph 110: The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

Paragraph 115: In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location; b) safe and suitable access to the site can be achieved for all users; c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

- 5.8 The requirement of paragraph 155c states the development ‘would be in a sustainable location’. Paragraph 110 states that significant development ‘*should focus on locations which are or can be made sustainable through limiting the need to travel and offering a **genuine** choice of transport modes*’ [emphasis added].
- 5.9 A car park management plan was submitted with the application, which states ‘*given the specialist nature of the school, on the basis most pupils will arrive by vehicle, it is commonplace for SEN schools to provide short-stay parking by way of either marked parking bays or use of the car park aisle/taxi stacking zone for temporary stacking*’. The Council agrees that it is reasonable to presume the needs of the pupils attending the school are likely to necessitate travel by modes of private transport (i.e. car or taxi), however also acknowledges that pupils may have a wide range of different levels of accommodation requirements and therefore sustainable transport modes may be an option for some. Therefore, while the choice of sustainable transport modes are most likely to be experienced by staff and visitors to the site, pupils should always be provided the option of genuine choice of sustainable transport modes, even if not undertaken.
- 5.10 Referring to the Greater Manchester Accessibility Levels (GMAL) (GM Mapping, 2025), the site is rated level 3 on accessibility, showing it is on the lower scale of accessibility to public transport options. Transport for Greater Manchester (TFGM) were consulted during the application and provided comments on the Transport Statement, however these were relatively minimal in scope and provides advice on improving adjacent pathways. This consultee response states the site is a 4 minute walk from a bus stop which offers buses to and from Bury and Rochdale every 18 minutes. It should be highlighted this bus stop would only be useful when travelling to the site, with the bus stop to exit the site 7 minutes away, just off Norden Way. Both stops require pedestrians crossing Edenfield Road with no formalised pedestrian crossing points.
- 5.11 The proposal benefits from 10 cycle spaces. While these spaces and the nearby bus stops do present a choice of sustainable transport modes, various factors result in cycling and bus as theoretical options rather than genuine choice. The topography of the area means that the 4 - 7 minute

walk to and from the bus stops on Edenfield Road is uphill, along a single-track lane with a narrow pavement at best and in some instances no pavement at all, including minimal areas of tactile paving. One of these areas without a walkable pavement is very close to the junction with Edenfield Road, which would have difficult visibility and raises opportunity for conflict between pedestrians, cyclists as vehicles access Overtown Lane/Edenfield Road. This would be challenging to walk in a group or single file, and it is not assured that safe and suitable access would be provided for **all** users. Owing to the sites rural location, the volume of traffic exiting the residential development located just north of the proposed site presents additional challenges to pedestrians, cyclists and those arriving by bus. Together, this does not provide an attractive or realistic offer of using sustainable or active modes of transport to access the site.

- 5.12 The car parking management plan can be secured via condition in the event of any approval (and in the event of the appeal to be allowed, a suggested condition has been provided), however the LPA notes unless the car parking is carefully managed on site, there is concern how enforceable the management plan could be, and without immediate on site enforcement, any conflict could cause a health and safety issue which would directly be against Paragraph 115b of the NPPF.
- 5.13 As noted in Paragraph 5.10, while the site may be more accessible than Level 1 or 2 in the GMAL, this only shows presents how people can access the site, but a genuine choice of sustainable transport modes are not available. The characteristics of the site and its surrounds would actively discourage people from walking, cycling or taking the bus. No evidence has been demonstrated by the applicant that the site could not be located in a more accessible area, with reference to GMAL.
- 5.14 Overtown Lane, from where the site meets Edenfield Road, is not included in the red or blue edge, and therefore any pavement enhancements would not be able to be secured via planning condition.
- 5.15 The submission of both a transport statement and a car parking management plan, while this is, in part due to how drop off and pick up times are managed to avoid disruption to the wellbeing of the pupils, is affirms to the LPA that it would already be a difficult location and use to provide a 'genuine choice', with sustainable modes not prioritised in the development. It is stated in the management plan that pupils are to remain in their cars until on-duty management staff can escort the pupils safely into the building. It is presumed that staff will need to be at the site promptly for the day to begin. While there is no evidence before the Council to prove or disprove the reliance of bus times in this location, and if this discourages people from using buses as a mode of sustainable transport, when looking at bus timetables travelling from Rochdale Interchange to the closest stop on Edenfield Road for example, bus services direct to this location are typically one service per hour between 06:59 – 09:30, and take between 22 - 35 minutes, with the earliest direct

bus leaving at 6:59am. When considering the bus services that require the user to change buses, the journey is extended to 55 minutes. The LPA acknowledge this is one example from Rochdale Interchange only and operation of the school and staff arrival times is not for debate in this assessment. Nonetheless, this example demonstrates the unrealistic prospect of 'genuine choice' of sustainable transport modes to and from this location, and reaffirms to the LPA that sustainable transport is not prioritised in the proposed development. The infrequency of bus services only seeks to make the use of private car to access the site more attractive, and, with the commentary from paragraph 5.11 of this SOC in mind, it is unlikely to consider staff, pupils, or visitors would make their daily commute by sustainable transport.

- 5.16 While the Highways Officer did not object to the application on highways grounds, the commentary within the response provided clear reservations to the suitability of the location and highlight existing parking pressures in this location. This response is provided in Appendix 1
- 5.17 Following the determination of the application, a virtual meeting was held between the Assistant Development Manager, the Case Officer and the appellant's agent for the planning application, whereby it was suggested that prior to any future submissions, an assessment of alternative sites should be provided, to determine no alternative sites in more preferable, sustainable locations were available. While the site is now considered Grey belt following the updated NPPF, no assessment of alternative sites has been provided to show the proposal could not be located in a more sustainable location with a genuine choice of transport modes. This highlights how the development would not meet Paragraph 115 of the NPPF, as sustainable modes of transport are not prioritised for the site.
- 5.18 The Council note that the appellant may seek a rural location due to the end use of the site as a quieter environment with close proximity to nature preferable. In light of the Grey belt policy, it is likely alternative grey belt sites could be available which are more sustainably located, meeting the requirements of 155c, with a genuine choice of transport modes, and therefore a consideration of these should be provided prior to concluding the proposed site is the only suitable site for this development.
- 5.19 Examples of the Aurora Group's existing sites include a comparable size property in Wolverhampton, where the site is in an urban location within a much larger plot, for same number of pupils and staff as the proposed development. Planning permission reference 22/00204/FUL for this can be found on Wolverhampton City Council's website, with the site location plan provided in Appendix 2. This provides a clear example of an urban location where the site still provides a rural environment for the pupils, without being located in an unsustainable location.
- 5.20 The Inspector's attention is also drawn to the objections from local residents received during the application, which refer to the remote

location and volume of traffic which would make the site unattractive for sustainable and active modes of transport to be a realistic outcome.

- 5.21 Cumulatively, together with the rural location, the poor pedestrian access provision to Edenfield Road, and the infrequency of bus services, it is therefore considered that sustainable transport modes are not prioritised taking account the vision for the site and would not meet the requirements of Paragraph 155c.

d. Where applicable the development proposed meets the 'Golden Rules' requirements set out in paragraphs 156-157 below.

- 5.22 The site is not major development involving the provision of housing, and therefore part d) does not apply.
- 5.23 In light of the proposal not meeting the requirements of Paragraph 155, the development is inappropriate development in the Green Belt. Therefore, the 'very special circumstances' (VSC) detailed in Paragraph 153, are engaged.

Paragraph 153 'When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt, including harm to its openness. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.'

- 5.24 The appellants grounds for appeal in paragraph 5.15 refer to the High Court judgement of Sefton Metropolitan Borough Council v Secretary of State for Housing, Communities, and Local Government [2021] EWHC 1082 (Admin) (07 May 2021), and conclusions regarding the balance of VSC in the light of substantial weight.
- 5.25 The appellant's SOC at paragraph 5.20 confirms VSC exist as the SEN places provided outweigh the limited harm to the purposes of the Green Belt. In relation to the VSC, the Council refer back to the Officer's Committee Report at paragraphs 80-82. The proposed harm to the Green Belt, as well as the character and appearance of the area, attract substantial weight, and it is not considered the great weight of the SEN places created would outweigh this, where it has not been demonstrated alternative site locations including more sustainably located sits, which would not result in less harm to the Green Belt.

5.26 An appeal example provided in the appellants SOC refer to Redehall Preparatory School, PINS reference APP/M3645/W/20/3254198. It is acknowledged that in this example the Inspector considered the VSC would have significant benefit over the harm to the green belt caused by inappropriateness and loss of openness. However, in this instance there is no harm to the character and appearance of the area because of the development. The proposed development the referenced appeal related to was for the demolition and replacement of an existing teaching building. The differences are therefore significant to the appeal being considered at Rainshore House, where the formation of a new school with associated landscaping and engineering works are proposed.

6. Other Matters

- 6.1 In the event of the appeal being allowed by the Inspector, a list of suggested conditions is provided in Appendix 3. The LPA suggest the statutory Biodiversity Net Gain Condition should also be applied.
- 6.2 It is noted the appellant's agent [Mr Moffat] emailed the Inspector [Ms Vicary] copying in the case officer for the LPA on 10th March 2025 with a letter from the Aurora Group. The response from Ms Vicary to the agent on 13th March 2025 stated this should have been included within the initial documents of the appeal, and the Inspectorate are unable to accept it.
- 6.3 Following this advice from PINS and subsequent email from Mr Moffat, the LPA treats the letter as a third party representation. The LPA comments that the letter does not raise any additional points which have not already been addressed in this appeal.

7. Conclusion

- 7.1 In light of the above, the LPA respectfully request that the appeal be dismissed.

Appendix 1: Highway Consultation Response

Highways and Engineering Service - Economy and Environment

HIGHWAYS CONSULTATION ON APPLICATION 24-00568-FUL

Consultation Response on behalf of Head of Highways and Engineering

Date Received: 22 July 2024

Date of Response: 30 July 2024

PROPOSAL SUMMARY:

Change of use of dwelling house (Use Class C3) into Special Education Needs School (Use Class F1 (a)); demolition of outbuilding; erection of new single storey classroom building together with alterations to existing access and car park and the installation of multi-use games area and fencing

CONSULTATION REPORT:

We do not envisage this development generating any significant volume of traffic.

The site has proposed 27+3 parking bays is broadly in line with this usage. We do however have concerns about the interaction of the site with Overtown Lane. Overtown Lane suffers from demand exceeding capacity due to its proximity to Green Booth reservoir.

If the development fails to operate as outlined in the Car Parking Strategy issues with congestion could be experienced on Over Town Lane with residents unable to access their homes beyond the site along with Emergency Vehicles.

The only way to ensure Overtown Lane remains clear would be to introduce no waiting/loading restrictions on both sides of the road around the access to this facility. Unfortunately restricting parking at this location will push congestion into the nearby housing estate and cause further inconvenience for residents.

The access to the site is acceptable in terms of layout but the location is at a particularly busy location.

We have no concerns regarding the servicing of this facility refuse vehicles and deliveries should be able to easily access the site if scheduled outside of pick up and drop off periods.

No new highway layout is proposed as a result of this proposal.

No changes to the existing highways are proposed as part of the application.

No new road safety issues as a result of this proposal.

If the development operates as planned there should be no detriment to the surrounding highway. If the development does not operate as planned the detriment to the highway and inconvenience to neighbouring properties would be significant cause for objection.

In our experience dealing with SEN Schools it is in the schools best interests that pick up and drop off periods run smoothly. Traffic and congestion for some SEN students can

exacerbate health and behavioural issues. Pick up and Drop off periods are generally taken very seriously by SEN Schools and are as important as any other aspect of the school day.

Whilst I do have reservations regarding this proposal and how it may impact upon Overtown Lane on balance I do not believe we can raise a major objection to this proposal.

AMENDMENTS TO CONSULTATION RESPONSE:

No amendments to report

OFFICER RECOMMENDATION:

We have no objections to this proposal.

A dilapidation survey should be undertaken before alterations to the site and upon first operation. Any new damage should be remedied to by the developer. In order to protect the unadopted highway from further damage.

HIGHWAYS SIGN OFF

John Gillighan 30/07/2024

Appendix 2: Site Location Plan from Wolverhampton City Council Planning application 22/00204/FUL – The Cedars.

See attached PDF

Appendix 3: Suggested Conditions

SUGGESTED CONDITIONS

APPLICATION NO.	CASE OFFICER	DATE
24/00568/FUL	Rosalind Gralton	18/03/2025

Address: Rainshore House, Over Town Lane, Rochdale, OL12 7TQ

Proposal: Change of use of dwelling house (Use Class C3) into Special Education Needs School (Use Class F1 (a)); demolition of outbuilding; erection of new single storey classroom building together with alterations to existing access and car park and the installation of multi-use games area and fencing

- 1 The development must be begun not later than three years beginning with the date of this permission.

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 This permission relates to the following plans and documents:-
- Proposed Elevations - North & South – Dwg No P-012 – Rev 01
 - Proposed Elevations - East & West – Dwg No P-013 – Rev 01
 - Existing & Proposed North Elevation – Dwg No P-016 – Rev 00
 - Existing & Proposed Street Scenes – Dwg No P-015 – Rev 00
 - Existing Elevations - East & West - Dwg No P-006 – Rev 00
 - Existing Elevations - North & South – Dwg No P-005 – Rev 00
 - Existing Floor Plans - GF, 1F & 2F – Dwg No P-003 Rev 00
 - Existing Roof Plan – Dwg No P-004 Rev 00
 - Existing Sections – Dwg No P-007 – Rev 00
 - Existing Site Plan – Dwg No P-002 – Rev 00
 - Location & Block Plan - Dwg No P-001 – Rev 00
 - Proposed Block Plan – Dwg No P-008 - Rev 00
 - Proposed Floor Plans - GF, 1F & 2F – Dwg No P-010 – Rev 00
 - Proposed Roof Plan – Dwg No P-011 – Rev 00

Proposed Sections – Dwg No P-014 – Rev 00

Proposed Site Plan – Dwg No P-009 – Rev 00

Noise Impact Assessment prepared by Professional Consult Ltd dated 12/12/2024

Car Parking Management Plan – received by the Council 13/06/2024

Preliminary Ecological Appraisal and Roost Assessment, prepared by ArbTech Consulting Ltd, dated 18th April 2024

and the development shall be carried out in complete accordance with these drawings hereby approved.

Reason: For the avoidance of doubt and to ensure a satisfactory standard of development in accordance with the policies contained within the adopted Rochdale Core Strategy, the Rochdale Unitary Development Plan and the National Planning Policy Framework.

3. No development shall take place until a surface water drainage scheme has been submitted to and approved in writing by the local planning authority. For the avoidance of doubt, foul and surface water shall drain on separate systems and any submission include:
 1. An investigation of the hierarchy of drainage options in the National Planning Policy Framework (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water.
 2. The background calculations of the MicroDrainage® model or any other software or calculations that have been used for the drainage design.
 3. Construction details for permeable paving including sub-base details e.g. cross-section, if this type of paving forms part of the sustainable drainage system.

The duly approved scheme shall be implemented prior to the first occupation of any part of the development, and shall be retained thereafter for the lifetime of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. To prevent an increased risk of flooding as a result of the development and to ensure satisfactory disposal of surface water from the site in accordance with Policy G8 of the adopted Rochdale Core Strategy, Policy JP-S4 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

Reason for pre-commencement condition: Drainage infrastructure will need to

be implemented prior to commencement of above ground works and a scheme therefore needs to be agreed in advance of the same.

4. No development shall take place (including any site clearance or preparation works) until a Construction Environmental Management Plan (CEMP) has been submitted to, and approved in writing by the Local Planning Authority. For the avoidance of doubt, this shall include the following:
 - a. the parking of vehicles of site operatives and visitors;
 - b. loading and unloading of plant and materials;
 - c. storage of plant and materials used in constructing the development;
 - d. the erection and maintenance of security hoarding;
 - e. measures to protect surrounding sensitive receptors from fugitive dust and debris both during and after the construction phase;
 - f. hours of construction, including deliveries (which should not take place outside of the hours of 08:00-18:00 Monday to Friday and 09:00-14:00 Saturday, with no work taking place on Sundays or Bank Holidays); and;
 - g. measures to prevent the spread of Rhododendron

The approved method statement shall be adhered to throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved method statement without the prior written permission of the Local Planning Authority.

Reason: To minimise the detrimental effects to the natural environment through risks of pollution during the construction phase in accordance with Policies DM1, G7 and G9 of the Core Strategy and the National Planning Policy Framework.

Reason for Pre-Commencement: Site clearance poses a threat to the surrounding natural environment and to surrounding occupiers and a scheme therefore needs to be agreed in advance of any works taking place.

5. No development shall take place (including any site clearance, demolition or preparation works) until a reasonable avoidance measures statement for bats has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved statement thereafter.

Reason: In order to minimise potential risk to protected species and in accordance with Policy G7 of the adopted Rochdale Core Strategy, Policy JP-G8 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

Reason for pre-commencement condition: site clearance poses a potential threat to bats which are protected under the Wildlife and Countryside Act 1981 and protective measures must therefore be agreed in advance.

6. No clearance of trees and shrubs in preparation for (or during the course of) development shall take place during the bird nesting season (March - August inclusive) unless an ecological survey has been submitted to and approved in writing by the Local Planning Authority to establish whether the site is utilised for bird nesting. Should the survey reveal the presence of any nesting species, then no development shall take place during the period specified above unless a mitigation strategy has first been submitted to and approved in writing by the Local Planning Authority which provides for the protection of nesting birds during the period of works on site.

Reason: In order to prevent any habitat disturbance to nesting birds in accordance with policy G7 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

7. Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be brought into use until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The details shall include the formation of any banks, terraces or other earthworks, hard surfaced areas and materials, planting plans, specifications and schedules (including planting size, species and numbers/densities), existing plants / trees to be retained and a scheme for the timing / phasing of implementation works.

The landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within the next planting season following occupation of the development hereby permitted, whichever is the sooner.

Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location and the nature of the proposed development and in accordance with policies P3, DM1 and G7 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

8. No development (other than demolition, site clearance or preparation works) shall take place until such time as details of hardstanding have been submitted to and approved in writing by the Local Planning Authority. Any submission shall include details of surfacing materials and construction details including a cross section showing the sub-base makeup.

The hardstanding shall be installed prior to the first use or occupation of the approved development thereafter.

Reason: In the interest of ensuring a satisfactory visual appearance and in the interest of ensuring the satisfactory drainage of surface water in accordance with Policies P3, G8 and DM1 of the adopted Rochdale Core Strategy, Policies JP-S4 and JP-P1 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

9. Notwithstanding any details submitted as part of the application, no part of the development shall be occupied until details of the type, siting, design and materials on any part of the development have been submitted to and approved in writing by the Local Planning Authority and the approved structures have been erected in accordance with the approved details. The structures shall thereafter be retained.

Reason: In the interests of amenity and in compliance with policies P3 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

10. All works shall be carried out in accordance with the mitigation measures set out within the Ecological report hereby approved under Condition 2.

Reason: In order to minimise potential risk to protected species and in accordance with Policy G7 of the adopted Rochdale Core Strategy, Policy JP-G8 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

11. Before the development hereby permitted is first occupied, the car park and vehicle manoeuvring areas shall be surfaced or paved, drained and marked out all in accordance with the approved plan. The car park and vehicle manoeuvring areas shall not thereafter be used for any purpose other than the parking of and manoeuvring of vehicles.

Reason: To ensure adequate on site provision of car parking and manoeuvring areas.

12. The development hereby approved shall not be brought into use until car parking management strategy have been fully implemented and available for use. The recommendations and plan shall thereafter be retained for use at all times.

Reason: In the interest of highway safety and the free flow of traffic and in accordance with Policies T2 and DM1 of the adopted Rochdale Core Strategy, Policy JP-C8 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

13. The development hereby approved shall be constructed in accordance with the noise mitigation measures set out within Noise Assessment Prepared by Professional Consult Ltd Dated 12/12/2024.

Reason: To safeguard the amenities of residents in order to comply with the requirements of Policies G9 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

14. The development hereby approved shall not be brought into use until the refuse and recycling storage facilities indicated on the approved plans have been fully implemented and made available for use. These facilities shall thereafter be retained for use at all times.

Reason: To ensure the provision of satisfactory facilities for the storage of refuse and recycling and in the interests of visual amenity in accordance with Policy DM1 of the adopted Rochdale Core Strategy and the requirements of the National Planning Policy Framework.

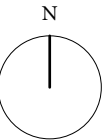
15. No external lighting shall be installed on any building or elsewhere on the site unless a scheme for such lighting has first been submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be fully implemented.

Reason: To ensure that any lighting to be installed on the site does not cause a nuisance to surrounding occupiers, unduly impact the visual amenity of the area or give rise to unacceptable consequences to protected species within the area in accordance with policies P3, G6, G7, G9 and DM1 of the adopted Rochdale Core Strategy, Policies JP-G7, JP-G8 and JP-P1 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework

Wightwick Wedge and
Smestow Valley Area



General Notes:
Responsibility is not accepted for errors made by others in scaling from this drawing.
All construction information should be taken from figured dimensions only.
Unless noted otherwise all dimensions are in millimeters.
All dimensions to be checked on site.
These drawings are not for construction.
Drawings to be read in conjunction with Architectural Specification and Schedules, Fire Strategy and the Design Risk Register.
Drawings to be read in conjunction with all relevant Consultants' information and manufacturer's guidelines.
Discrepancies must be reported before proceeding.
Airtightness, damp proofing and weatherproofing are the responsibility of the Contractor unless stated otherwise.
Membranes may not be shown at this scale, for the graphic clarity of the drawing, refer to Architectural Specification for further detail.
Indicative furniture shown for illustrative purposes, subject to Client confirmation.
If in doubt, ask.



Key

--- Site Boundary

Rev.	Date	Description
e-gg Telecom House, 125-135 Preston Rd Brighton, BN1 6AF studio@e-gg.co.uk		
Client Aurora Group		
Project Name The Cedars, 39 Compton Rd West		
Drawing Location Plan		
Job No. 068	Dwg No. P-000	Revision P00
Status Planning	Scale 1:1250 @A3	Issue Date 22-02-22